

**US 101 REGIONAL CIRCULATION PROJECT**  
**PUBLIC OPEN HOUSE MEETING**  
**Port of Grays Harbor Commission Chamber**  
**November 14, 2006**  
**5:30 p.m. – 7:30 p.m.**  
**Meeting Summary**

The US 101 Regional Circulation Project Team held the final of 2 public open house meetings on November 14, 2006, at the Port of Grays Harbor Commission Chamber in Aberdeen. The open house was advertised in the Daily World. All addresses within Aberdeen, Hoquiam and Cosmopolis zip codes received postcard invitations. Nineteen (19) community members signed the official attendance sheet.

The open house was organized into ten stations of information; 1) project overview, 2) ranked list, 3) prioritized project list, 4) truck route alternative, 5) tri-city improvements, 6) Wishkah Mall entrance, 7) Intelligent Transportation System (ITS), 8) Port Industrial Road improvements, 9) maintenance priority, and 10) next steps.

Formal comment cards were provided. The comments that were received from the community were:

- Great solution to truck issue. Good solution to relieve traffic. Poor for quality of life and no rail study. No transit improvement to reduce local traffic. For example, express service to Olympia, service to meet state Amtrak at Centralia or Lacey.
- Bridges cost money, but it would be nice to see another bridge across the Chehalis River.
- Downtown core area traffic is only going to get worse. You need a real bypass of the entire core area to expedite traffic to the beach areas. Then shoppers will be able to get downtown and find a parking area. Transportation means going from point A to point B. In the case of Seattle/Tacoma to the ocean beaches. Solve that problem first. People will still need to shop downtown, but they shouldn't have to compete with thru traffic. Go for the major bypass first (eliminate over ¾'s of the existing traffic) and you probably need all the little traffic flow tweaks – saving all that money. Money that could be used on the big bypass.
- Push button pedestrian signals to cross Wishkah and between Michigan and "L" Streets. Destination is "The Work Source" and "DSHS Community Services Office". "M" Street would be ideal.

When you put in wheelchair ramps they should be the same as those in the bulb-outs. They are tactical and visual and last long.

Simpson and 8<sup>th</sup> Street has audible signal. Need more of these.

- Some visually impaired in the community feel audible signals don't work.

The displays that were shown at each station are on the US 101 Regional Circulation Project web page at [www.wsdot.wa.gov/planning/studies/us101/aberdeeen](http://www.wsdot.wa.gov/planning/studies/us101/aberdeeen). Go to the “Meeting Materials” web page and click on the bulleted list of items. The information that was displayed at each station is as follows:

Station 1, Project Overview

- SSB6241
- Stakeholder Committee Members
- Study area map

Station 2, Ranked List

- Ranking criteria
- Ranked list with cost column

Station 3, Stakeholder Committee Project Priority List

- 1) Full Truck Route Alternative - \$386M
- 2) Tri-City Operational Improvements - \$10M
- 3) Wishkah Mall Access Improvements - \$4M
- 4) Intelligent Transportation Systems (ITS) - \$9M
- 5) Improve Port Industrial Road - \$4M
- Maintenance Priority Seismic Improvements - \$20M

Station 4, Truck Route Alternative

- Full truck route alternative
- Supporting illustrations

Station 5, Tri-City Operational Improvements

Station 6, Wishkah Mall Entrance

- Mall access improvements

Station 7, Intelligent Transportation System (ITS)

- Description
- Examples of ITS solutions

Station 8, Improve Port Industrial Road

Station 9, Maintenance Priority

- Seismic improvements (photos/illustrations)

Station 10, Next Steps

- Inform Local, State and Federal elected officials of priority projects
- Keep officials current of project status
- Draft report, January 2007
- Final report, March 2007
- Work with Local Governments and Regional Transportation Planning Organizations to move projects forward